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## August 2018



# Rollin'

THE NEWSLETTER OF SILVER WHEELS CYCLING CLUB

### Your Current Leadership Team

<b>President:</b>	<b>Bob Burkhardt</b>
<b>Vice President:</b>	<b>Sue Wells</b>
<b>Treasurer:</b>	<b>Betsy Nestor</b>
<b>Secretary:</b>	<b>Deb Wailes</b>
<b>Membership:</b>	<b>Randy Lottman</b>
<b>Website Coordinator:</b>	<b>Tom Weber</b>
<b>Merchandise:</b>	<b>José Morell</b>
<b>Sunshine:</b>	<b>Dennis Stout</b>
<b>Mileage Minder:</b>	<b>Bob Piccirilli</b>
<b>Newsletter Editor:</b>	<b>Steve Osmialowski</b>
<b>Ride Committee:</b>	<b>LaDean Hutter and Greg Orlovski</b>
<b>Social Committee:</b>	<b>Sue Wells and Karen Hobbs</b>

**Education/Safety:** Rob Hipkind and Peggy Doheny

**Dog Days:** Scott Edmundson

**Physical Assets:** Emily Townsend

**Social Media:** Rob Hipkind and Cheryl Burkhardt

**Directors:** Cheryl Burkhardt, Rick Wells, Peggy Doheny, Rob Hipkind

*See the club roster for specific contact information*

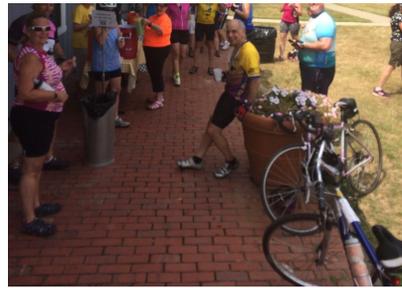


### **From The Editor**

**All the hard work has paid off with a very successful 2018 Dog Days Wine Tour. The weather was sunny and hot for the event and we had a respectable turnout. Dozens of volunteers made sure our riders were treated well and had a safe ride. We ended up with 359 guests from 11 states. A big Thank You goes out to all who helped in any way. Scott E, our "Top Dog" event manager did a great job once again. Our food coordinator, Jan F. kept our guests and volunteers well fed throughout the day. Now that the big event is done, we can relax a bit and focus of lots of riding. There are several trips coming up and of course lots of rides being posted. If you are new to the club or your bike is collecting spider webs, check out our ride calendar and join us. Summer is going by fast!**

***Steve***





## What's the biggest sporting event on the planet?

By Steve Oz

**It's not the DDWT, World Cup or Super Bowl, it is the Tour de France!**

**This annual cycling race is a grueling test of athletic ability like no other. There are about 200 riders that compete in this fast-paced road race. The 2018 event recently finished and the winner was Geraint Thomas from Wales, UK.**

**How big of a race? Imagine doing a century (100 miles) or more each day for 21 days! And the course features plenty of mountains to climb too. Each rider can burn upwards of 6000 calories per day and be in the saddle (non-stop) for 5+ hours. (They don't get to stop at wineries though!) It is certainly a remarkable test of biking endurance for the best cyclists in the world.**

**The TDF moves from town to town each day and that requires thousands of support staff and a huge amount of equipment: 300 team staff members, 200 hotels and 40,000 rooms, 10 tour doctors, 5 nurses, 7**

ambulances, 23,000 security officers and 3000 temporary warning signs. Imagine the work it takes to lay out the routes and prep them each day!

Media coverage is huge too. The event is covered by 2000 journalists, nearly 100 TV channels in 190 countries, about 70 radio networks, 600 other media outlets and 350 newspapers. There is over 6000 hours of broadcast airtime used along with 80+ hours of live TV. All that video requires 500 members on production teams along with 90 commentators of 10 nationalities so the whole world can keep up. It is a huge production that is always on the move. Plus, while the cyclists pass through nearly 600 small towns in 3 weeks, they are being cheered on by 10+ million roadside spectators.

Yep - it's a big deal!



## Braking: Which One, When?

Ed Stewart

Using your bike's handbrakes most efficiently is like many other aspects of cycling – skill comes with knowing what to do and when to do it. Yes, just squeezing your brake levers will stop you most of the time but there are times when you need to understand the act of braking better.

When you use your brakes, your body weight shifts forward, placing more weight on the front wheel and thus, more power to your front brake. This adds pressure to the front and removes pressure from the rear – something very important to remember. To avoid too much weight moving forward during braking, scoot your body backward on your seat to apply more weight to the rear wheel.

Let's look at a few different scenarios and see how using your brakes differently will make for better and safer braking.

Before we get into these, there is one general mantra to keep in mind:

***Rear brakes are for slowing; Front brakes are for stopping.***

**General slowing for a stop in traffic.** This is the majority of your stops. Here you only need to first slow down then come to a complete stop, such as at an intersection. All you need to do is to apply the rear brake first to slow down then gently apply the front brake as you near the stop. Depending on your speed of approach, you could also simply apply either the front or rear brake. At slow speeds not much concern over which brake to use.

**Preparing to go around a turn or corner.** Usually we want to slow down for a corner so we use brakes to slow down. You should use our rear brake to slow down before entering the turn. Avoid braking during the turn because that can reduce your steering control, especially if there is any loose debris at the inside of the turn. Never use your front brake during a turn; if you still need to check your speed in a turn, use your rear brake lightly. Heavy braking on a turn can cause skidding and loss of control. If the surface is wet or loose with debris, avoid all braking.

**Wet or loose surface on a straight ahead stop.** When the pavement is wet or covered with loose debris like gravel, you need to use extra caution when braking. The concern is to avoid skidding and loss of control caused by too heavy braking. Use your rear brake mostly and the front brake very lightly and begin braking much earlier to allow for a longer braking distance.

**Rapid downhill descent.** It is fun to go fast down a hill but sometimes we need to check our speed to avoid calamity at the bottom; some riders do not like to go too fast due to lack of experience. To check your speed, just hit your rear brakes once in a while to slow down to a speed you feel is right for you. If the hill is very steep you might also need to use your front brakes lightly to help the slowing – but just lightly. If the descent is very long, avoid using your brakes continuously because this can overheat the rims and cause damage to your brake pads – the heat could even cause a blowout, something you will regret painfully. For a long descent use your brakes lightly on and off (called feathering) and you should be good.

**Braking in the rain.** Wet rims or drums will slow down your braking ability quite a bit. It is estimated that if they are wet it will take one full revolution of the wheel before braking starts to work. That adds quite a distance to your braking length. Obviously, a wet rim or drum will have less braking ability because of the slickness of the watery surface. You will likely need to apply more pressure to brake at all. Using both brakes about evenly will help.

**Emergency quick stop braking.** This scenario is one that requires some practice in order to be ready for when it is needed. In this situation, when you need to stop as quickly as possible (something has run into your line of travel and you are likely to hit it), you need to act quickly. You need to apply both brakes and if you can, apply more to the front brake (remember, it has the more power). To avoid going over the handlebars scoot your body toward the rear of your saddle as much as you can. This is best achieved by pushing straight out with your arms. Straightening your arms also gives you more strength to control your steering. Try to avoid skidding and loss of control; if you do start to skid, let up slightly on the front brake so more weight will go onto the rear wheel. In a very fast braking situation your butt will be almost over the back of your saddle.

Many beginning cyclists have a fear of using their front brakes at all

Many beginning cyclists have a fear of using their front brakes at all because they believe they will go over the front. Learn how to use both of your brakes – the front is more powerful and you really need to learn how to use it effectively.

The other aspect of safe braking is to make sure your equipment is operating optimally. Clean your rims or drums often – rubbing alcohol is good for removing most road grime and shmutz. Make sure your pads are clean and aligned best for solid braking. Brake levers should never reach the handlebar when gripped tightly – have them adjusted by someone who knows how or learn to do it yourself.



**Images from the Wheelmen antique bike parade**



## **A Bit of History in Women's Cycling**



**by Steve Oz**

**In the late 1880's, bicycling was becoming popular for not only men but also for women. This relatively new mode of transportation allowed women to easily venture out on their own. Having a means to escape the home and see the town and neighboring areas was both refreshing and controversial.**

**The first women's cycling organization was the Lady Cyclists' Association, founded in 1892 by Lillias Campbell Davidson (1853-1934). She encouraged women to ride bikes, travel alone in carriages and trains and take long adventurous hikes. In 1896 she published a book titled "Handbook for Lady Cyclists" to promote the activity. She wrote "A new world of enjoyment is unlocked to the woman who finds herself a wheel" and "Cycling is a door that leads to many paths of pleasure". Davidson also wrote that housewives who took up cycling could return to their work "cheered, refreshed and braced to take up the burden of daily commonplace life once more".**

**Susan B Anthony said to a journalist "Bicycling has done more to emancipate women than anything else in the world". Even so, cycling was controversial for a lady up to the turn of the century. In fact, Cycling magazine discouraged women from riding, writing "for feats of speed and protracted endurance, she is by nature physically unfit and bound morally, if she respects her sex, to avoid anything in the nature of deleterious excess of exertion".**

**These quotes are rather humorous today and certainly do not apply. Women all over the world enjoy cycling and many of them in Silver Wheels are among our top riders.**

**I will try to keep up.....**

## **Here's What's Happening at the Boardroom**

**By: Cheryl Burkhardt**

**The last board meeting was held on August 2 at the Oberlin Depot.  
Here's a rundown of the highlights:**

- - **A special committee consisting of Bob Burkhardt, Joe Etzler, and Sue Wells is meeting to update the duties for the officers, directors, and committee chairs.**
  - **We had 15 new members join in July to bring us to a grand total of 338 members.**
  - **Anyone who is interested in serving on the ride committee, please contact LaDean Hutter or Greg Orłowski. Anyone who would like to serve on the Education/Safety Committee, contact Rob Hipskind or Peggy Doheny.**
  - **The latest Education and Safety article on the website is on How to Ride Faster. It is a blockbuster hit. Watch for the sequel.**
  - **Wild Apricot is our current webpage host, but we still have old webpages out there and would like to put information on them to redirect folks to our current webpage. If anyone out there has knowledge to allow us to do this, please contact Tom Weber.**
  - **Dog Days was a success. Final numbers will be forthcoming in the future. Planning for our new site/new routes has already begun for next year. We will be at the New Russia Township Hall.**
  - **Thanks to Rob Hipskind, we continue to be a big presence on Facebook for both Dog Days and Silver Wheels.**
  - **The nominating committee is hard at work. Eva Weber is chairing this committee.**
  - **The restaurant Quick and Delicious, just across the parking lot from our ride starts in Oberlin has donated to become a sponsor for the club. They have always treated our Friday ride group so well. Be sure to give them some business. Swerve and Vermilion Valley Vineyards are also sponsors.**
  - **Firelands Rails to Trails is holding a grand opening celebration in honor of the Chapin Bridge in Wakeman. It will be on August 18<sup>th</sup> from 10 – 11 AM.**
  
- **Our next board meeting is September 6<sup>th</sup> at 6:30 at the Oberlin Depot. All club members are welcome. If you are interested in the inner workings of what keeps our club great, please join us for this meeting.**





**Pancakes after a Gazer ride**

### **GAZER BINGO! By Rob**

So what really goes on at the back of the pack on a Gazer ride? Some of us discuss ways to make millions of dollars with a new BINGO like game called **GAZER**. You need to get 5 in a row to win just like in the classic game, and then you call out **GAZER!** Riders are not allowed to manipulate the ride to complete a box, like telling Bob you have to pee or asking for a cue sheet yourself. Here is an example **GAZER** card that we sent to Milton Bradley so we could start price negotiations. If this sells as big as we think it will, new bikes for everyone!

<b>G</b>	<b>A</b>	<b>Z</b>	<b>E</b>	<b>R</b>
PORTA POTTY STOP	POST RIDE HANDSHAKE	RIDE LESS THAN 25 MILES	DUCT TAPE SIGHTING	CUE SHEET MENTION
GAZER USED AS ADJECTIVE	EXTRA CIRCLE AROUND A BLOCK	PHONE CALL STOP	MENTIONS THE BROWNS	TAKE THE BACK WAY INTO SOMETHING
RIDER ASKS WHERE ARE WE?	DONUT STOP	<b>FREE - GAZER WEARS SOMETHING COLORFUL</b>	BABUSHKA MENTION	ICE CREAM STOP
RIDE MORE THAN 30 MILES	RIDE BY A RELATIVE'S HOUSE	SEE A TARDIS	LIBRARY STOP	SOMEONE CORRECTLY GUESSES THE NEXT TURN
RIDE ON A ROAD YOU HAVE NEVER RIDDEN	YOU ARRIVE AT STARTING POINT BEFORE GAZER	GAZER ASKS WHERE ARE WE?	SOMEONE INCORRECTLY GUESSES THE NEXT TURN	SEE A TORTOISE

***Yes! do have a retirement plan - I plan on a lot of cycling!***



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